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DIPLOMATIC AND CONSULAR REPORTS.

HUNGARIAN ZONE TARIFF
RAILWAYS.

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FOREIGN OFFICE,

September, 1899.

DIPLOMATIC AND CONSULAR REPORTS.

AUSTRIA-HUNGARY.



REPORT ON THE

WORKING OF THE RAILWAYS OF
HUNGARY UNDER THE ZONE
TARIFF SYSTEM.

*Presented to both Houses of Parliament by Command of Her Majesty,
SEPTEMBER, 1899.*

St. Brit. Foreign office

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GENERAL

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*Report on the Working of the Railways of Hungary under the
Zone Tariff System*

By MR. GERARD LOWTHER.

(Received at Foreign Office, June 1, 1899.)

The zone-tariff divides stations into two groups, viz., local and long distance. Of these the first, originally consisting of two zones, contains at the present time three; and the second 14 zones. The distribution of the stations into separate zones of local and long distance traffic arose originally in the following manner:—

For the local traffic it was arranged that the stopping-places lying nearest to a station on either side, and even in some cases those lying beyond it and not farther than the second station, should be placed in the first zone; and the second station and the stopping-places ("*Haltestellen*") lying near to the same, as far as but not farther than the third station in the second zone.

For the long distance traffic the division took place on the basis of the following distances, *i.e.*, the first zone extended for 25 kiloms., every further zone up to XII increased each by 15, and XII and XIII increased each by 25 kiloms., while zone XIV included all stations at a greater distance than 225 kiloms.

In the circumference of these general zone divisions, nevertheless, both for the local and also for the long distance communication, the so-called "declassifications" were resorted to for certain traffic connections, *i.e.*, there were some stations arranged in a lower zone than that in which, having regard to their actual distance, they ought to have been placed in accordance with the above scheme. This happened in respect of the stations lying around Budapest, in order, without altering the principle of the zone tariff, to allow to these places (mostly summer resorts) the use of the reduced fares.

It might also be remarked that all the Budapest stations were fixed as points of intersection for the reckoning of fares, *i.e.*, in travelling through Budapest, the fares for the zones from the point of departure to Budapest, and from there to the place of destination, were reckoned separately.

For the rest the formerly existing arrangements for the passenger traffic were retained in entirety. With regard to the

fixed fares for the separate zones, the following schedule was introduced:—

Traffic.	Zone.	Distance, in Kilometres.	Fares for One Person, in Gulden, inclusive of Customs and Stamp Duty, for—						
			Passenger, Omnibus, and Mixed			Express			
			Trains.						
			I.	II.	III.	I.	II.	III.	
Local	I	...	0·30	0·15	0·10	...	...	...
	2	...	0·40	0·22	0·15	...	...	...
Long distance ...	I	1 to 25	0·50	0·40	0·25	0·60	0·50	0·30	
	II	26 40	1·00	0·80	0·50	1·20	1·00	0·60	
	III	41 55	1·50	1·20	0·75	1·80	1·50	0·90	
	IV	56 70	2·00	1·60	1·00	2·40	2·00	1·20	
	V	71 85	2·50	2·00	1·25	3·00	2·50	1·50	
	VI	86 100	3·00	2·40	1·50	3·60	3·00	1·80	
	VII	101 115	3·50	2·80	1·75	4·20	3·50	2·10	
	VIII	116 130	4·00	3·20	2·00	4·80	4·00	2·40	
	IX	131 145	4·50	3·60	2·25	5·40	4·50	2·70	
	X	146 160	5·00	4·00	2·50	6·00	5·00	3·00	
	XI	161 175	5·50	4·40	2·75	6·60	5·50	3·30	
	XII	176 200	6·00	4·80	3·00	7·20	6·00	3·60	
	XIII	201 225	7·00	5·30	3·50	8·40	6·50	4·20	
	XIV	226	8·00	5·80	4·00	9·60	7·00	4·80	

In the course of time it proved desirable to reform the zone division of the local communication, and to alter certain rules. This was in order, on the one hand, to mitigate some of the severities of the tariff; and on the other, to do away with various abuses to which some of the tariff regulations gave rise. The discovery was made that in consequence of the former arrangement, according to which, in ascertaining the fares for the stopping-places, the distance from the stopping-place to the next station was not taken into consideration, it was frequently cheaper to travel from and to such stopping-places as lay very near to the next station, than to go direct to this station. Through this circumstance it happened that the greater part of those travellers who should have started from such a station, instead of using the train from there, went on foot to the afore-said stopping-place and then took the train.

Irrespective of the circumstance that by such an arrangement the receipts of the railway were diminished, the same cause produced the following grave disadvantage, viz., the traffic was drawn away from the stations concerned to the stopping-places, which were not arranged for the management of a heavy traffic; and this circumstance not only necessitated an entirely unjustifiable outlay in the stopping-places, but also required a remedy in the interest of checking the order of the trains, and of their safe working.

Further, as by the zone division of the local traffic, not the distance, but only the successive order of the stations was taken as a basis, in those places where two stations lay at a great distance from one another the local communication was frequently

extended in distances which were far too long. As a result the local traffic very often extended into the long distance, and in fact, not seldom spread even as far as the second zone of the latter.

In order to remove all these anomalies, on January 1, 1894, a new Passenger Tariff was issued modifying the tariff conditions of the stopping-places. By this tariff, part of the stopping-places were, in respect of the tariff, declared stations; and for these, special station schedules were brought into use, according to which the zone division was effected on the basis of the actual distances. For the rest, such stopping-places as lay very near to one of the two local stations were united, as regards tariff, with one of the stations.

Through this arrangement, at any rate in regard to the stopping-places, a marked improvement in contrast to the former conditions was brought about; but all those evils continued to exist which had been called forth by the fact that the zone division in the local communication was not based on the distance in kilometres, but on the system explained above.

In consequence of the arrangement of the zones according to the above-mentioned system, the local traffic constantly extended far beyond the natural boundaries, and gave rise to an improper use of the local traffic. In spite of the existing prohibitions, very frequently journeys falling within the long distance communication were divided into two parts, namely, into one coming within the local, and one within the long distance. In fact, short journeys falling within the long distance traffic were not seldom broken up into two journeys in the local; at the departure station travellers took a ticket only to a suitable intermediate station coming within the local communication, and from there a new local ticket to the terminus, a proceeding which, in journeys through suitable larger intermediate stations with longer stoppages, as also in journeys from main to branch lines or *vice versâ*, was easily accomplished.

These discoveries led to the conviction that a clearing away of all such abuses could only be effected by a thorough re-arrangement of the local traffic. At the same time, if the zone division of the local communication, as well as that of the long distance, were arranged on the basis of the distance in kilometres, and if the zone division should also be extended to the stopping-places, it was considered advisable, in order to ensure a better means of transit from the local to the long distance lines, to break up the local traffic into three zones.

Three zones were accordingly fixed for the local traffic by the new issue of the Passenger Tariff appearing on March 1, 1896, and the divisions of the stations and all the stopping-places in these three zones were arranged in such a way that all connections from 1 to 10 kiloms. were included in zone I, those from 10 to 15 kiloms. in zone II, and those from 15 to 20 kiloms. in zone III of the local communication. On the other hand, all travelling connections beyond 20 kiloms. of the former local

traffic were included in zone I of the long distance communication.

With regard to the fares the former rates were retained for the first two zones, for zone III, on the contrary, the fare was fixed at 20 kr. for the 3rd class, 30 kr. for the 2nd class, and 50 kr. for the 1st class.

As regards the stations of Budapest the former zone division was adhered to, because it did not appear advisable that the local traffic of the capital, which must be considered from a special point of view should be lessened by even a slight rise in the fares.

Further, with respect to such provincial towns as, from administrative and economical points of view, form local centres, return tickets were introduced in order to facilitate communication with their surroundings for the connections concerned. The prices of these tickets correspond generally with the former charges, and in some cases are a trifle higher.

As regards the long distance communication, the experience gained of the zone tariff in the course of time has proved that this traffic both in the maintenance of the principle of the zone division, and in the cheapness of the fares, requires a corresponding reform, a question which has already been made the subject of close study, but which up to the present has not been satisfactorily settled. It seems especially necessary to raise the fares, at any rate for the 1st class, since they, even on the introduction of the zone tariff, were reckoned too low, both actually and in comparison with those of the 2nd and 3rd classes. A large part of the increase in expenditure, which was caused by the considerable growth of the traffic arising from the introduction of the zone tariff, was made for the benefit of the travellers in the higher classes, especially those in the 1st class, in tasteful and comfortable fittings for the compartments, and more accommodation, increase in the number of expresses, introduction of Pullman cars, &c.; accordingly it appeared only right and just to raise the fares of the 1st class; the more so, as only the well-to-do portion of the travelling public would be affected. Owing to all these considerations, on March 1, 1896, the 1st class fares were raised, for the passenger trains 20 per cent., and for the expresses 25 per cent. Besides this, in accordance with the afore-mentioned tariff, and in order to make a round sum in the fares, those for the 2nd class in zones XIII and XIV were slightly raised, while the 3rd class fares in the passenger trains (the expresses here have no 3rd class carriages) were left entirely unaltered.

The following tariff, which is still in force, was accordingly issued on March 1, 1896:—

Traffic.	Zone.	Distance, in Kilometres.	Fares for One Person, with Transport Duty, and Inland Revenue Stamp Tax, in Crown Currency, by—						
			Passenger, Omnibus, and Mixed			Express			
			Trains.						
			I.	II.	III.	I.	II.	III.	
Local ...	1	1 to 10	0·60	0·30	0·20	...	...	...
	2	11 15	0·80	0·44	0·30	...	...	...
	3	16 20	1·00	0·60	0·40	...	...	...
Long distance ...	I	21 25	1·20	0·80	0·50	1·50	1·00	0·60	
	II	26 40	2·40	1·60	1·00	3·00	2·00	1·20	
	III	41 55	3·60	2·40	1·50	4 50	3·00	1·80	
	IV	56 70	4·80	3·20	2·00	6·00	4·00	2·40	
	V	71 85	6·00	4·00	2·50	7·50	5·00	3·00	
	VI	86 100	7·20	4·80	3·00	9·00	6·00	3·60	
	VII	101 115	8·40	5·60	3·50	10·50	7·00	4·20	
	VIII	116 130	9·60	6·40	4·00	12·00	8·00	4·80	
	IX	131 145	10·00	7·20	4·50	13·50	9·00	5·40	
	X	146 160	12·00	8·00	5·00	15·00	10·00	6·00	
	XI	161 175	13·20	8·80	5·50	16·50	11·00	6·60	
	XII	176 200	14·40	9·60	6·00	18·00	12·00	7·20	
	XIII	201 225	16·20	10·80	7·00	21·00	14·00	8·60	
	XIV	beyond 225	18·00	12·00	8·00	24·00	16·00	10·00	

With regard to the other regulations respecting the passenger traffic, it may further be mentioned that the regulation, according to which passengers were permitted to break the journey once, for 24 hours, at any desired intermediate station, and which had remained intact on the introduction of the zone tariff, had occasioned such abuse in respect to journeys taking place within zone XIV, that it was found necessary to abolish it.

It was discovered, in fact, that tickets for zone XIV were frequently passed on and even sold to other persons at the avowed halting place, so that with these tickets, which actually involved the greatest abatement in price, two different persons made two journeys for the payment of the single ticket.

After the abuses had increased to such an extent that the receipts suffered materially, it was decided on January 1, 1894, that the tickets for zone XIV should only be available for 24 hours, and further that these tickets should not entitle the holder to break his journey.

On the other hand, the travelling public were again offered the advantage of using tickets for zone XIV, not only on the shortest but on any desired route within the 24 hours distance. Journeys through Budapest, however, were excepted.

As regards the general results in view, all these measures have perfectly fulfilled expectation.

In the first place there has been an increase of traffic and a corresponding augmentation of receipts.

In the year 1888, the last year in which the earlier kilometric tariff was in force during the entire year, 5,047,500 passengers, exclusive of military, were carried on the lines used at that time by the Royal Hungarian State Railways, whose total length amounted to 4,455 kiloms., with a net receipt of 6,811,100 fl.

In this sum, however, the State Transport Duty, and Inland Revenue Stamp Tax on tickets, which amount to about 20 per cent. of the net receipts, are not included.

In the year 1897, on the other hand, with a length of rail of 7,915 kiloms., 32,174,100 passengers, exclusive of military, with a net receipt of 20,784,500 fl., were carried. Thus with an additional length of rail of 3,460 kiloms. equal 78 per cent., the total number of passengers has risen 27,126,600 equal 537 per cent., and the receipts have increased 13,973,400 fl. equal 205 per cent.

In order to judge of the results arrived at by the measures carried out in the local traffic the following figures may serve. The fluctuations in the number of passengers carried as well as the increase in the receipts from one year to the next following, omitting the year 1896 (as in this year an extraordinary increase in the passenger traffic took place owing to the Millennium Exhibition in Budapest), were as follows:—

Year.		Increase or Decrease in the Number of Passengers in—			Increase in the Receipts in Gulden.		
From—	To—	Local Traffic.	Long Distance Traffic.	Total.	Local Traffic.	Long Distance Traffic.	Total.
1892	1893	+ 2,225,900	+ 654,900	+ 2,880,800	292,300	988,800	1,281,100
1893	1894	+ 160,100	+ 918,500	+ 1,078,600	187,600	1,506,300	1,693,900
1894	1895	+ 1,477,100	+ 257,800	+ 1,734,900	175,700	263,300	439,000
1895	1897	— 1,888,700	+ 255,200	— 1,633,500	576,000	468,100	1,044,100

As may be seen from the above figures, after the first reform of the local traffic in 1894 the number of persons travelling on the local lines in 1894, in contrast to the previous year, only slightly increased, while on the other hand the receipts rose in a comparatively much higher degree.

The much more radical reform of local traffic, carried out in 1896, naturally exercised a greater influence both on the number of passengers, and on the receipts. For instance, while the number of passengers carried in 1895–97 fell by 1,888,700, the receipts not only did not decrease, but actually increased by 576,000 fl.

With respect to the apparent great reduction in the number of passengers, it must be observed that formerly a large number of travellers used two tickets for one journey as above explained, and thus such travellers formerly appeared twice in the accounts, whereas since the reform of the local traffic, they now always take a ticket for their real destination.

In the long distance communications in the year 1897, as opposed to the year 1895, owing partly to the reaction which always follows an exhibition year, partly to the unfavourable harvest of 1897, there was a decrease in the number of passengers carried. In the receipts, however, both of long distance and of the local traffic, not only was there no decrease but actually an increase of 468,100 fl. This result for the most

part can only be ascribed to the indirect influence of the long distance communication, as also to the measures taken with regard to the long distance traffic in the year 1896 as above specified.

Reduction in Goods Traffic and Passenger Traffic.

No zone tariff was introduced for the goods traffic, but in 1894 a cheaper graduated tariff, with a sliding scale charge for greater distances was successfully brought in, and rates in general were reduced, at least to the level of the rates existing in Hungary for goods traffic, viz.: for express goods, 7 per cent.; freight goods, 5 per cent. The distance units were fixed by myriameter (10 kiloms.) instead of, as before, by kilometre.

In the passenger traffic, the average reduction which has taken place through the introduction of the zone tariff, in the fares actually paid by the travelling public, amounts to about 34 per cent.

Since, however, in consequence of the reduction in the fares existing under the former kilometric tariff, by means of season, circular and return tickets, kilometric books, &c., the actual receipts in general, in contrast to those which would have been yielded under the normal rates, involved a 20 per cent. modification of the fares. It follows that through the introduction of the zone tariff, as opposed to the formerly existing normal rates, a reduction of nearly 54 per cent. has taken place. The number of passengers carried during the years 1891-97, as also the receipts obtained from them were as follows:—

Year.	Passengers Carried.			Receipts, in Gulden.		
	Local Traffic.	Long Distance Traffic.	Total.	Local Traffic.	Long Distance Traffic.	Total.
1891 ...	13,955,200	5,784,200	19,739,400	1,651,900	9,569,200	11,221,100
1892*...	20,412,100	8,211,600	28,623,700	2,599,500	13,726,900	16,326,400
1893 ...	22,638,000	8,866,500	31,504,500	2,891,800	14,715,700	17,607,500
1894 ...	22,798,100	9,785,000	32,583,100	3,079,400	16,222,000	19,301,400
1895 ...	24,275,200	10,042,800	34,318,000	3,255,100	16,485,300	19,740,400
1896†...	24,478,100	10,963,900	35,442,000	3,858,600	18,311,100	22,169,700
1897 ...	22,386,500	9,787,600	32,174,100	3,831,100	16,953,400	20,784,500
1898 ...	23,058,100	10,088,300	33,146,400	3,946,600	17,525,700	21,472,300

* The taking-over by Government of the Hungarian line of the State Railway Company.

† Budapest Millennium Exhibition.

NUMBER of Passengers and Receipts per Kilometre.

Year.	Length of Rail, in Kilometres.	Passengers Carried.	Receipts, in Gulden.
1891	5,840	3,381	1,921
1892	7,527	3,803	2,169
1893	7,592	4,150	2,319
1894	7,618	4,277	2,533
1895	7,828	4,384	2,521
1896	7,850	4,513	2,824
1897	7,915	4,064	2,625
1898	7,980	4,155	2,700

RESULTS of Goods Traffic.

Year.	Tons Carried in—			Receipts, in Gulden for—		
	Express Goods.	Freight Goods.	Total.	Express Goods.	Freight Goods.	Total.
1891	80,600	10,833,500	10,914,100	978,800	37,497,400	38,476,200
1892	117,400	14,877,300	14,994,700	1,565,700	52,488,800	54,054,500
1893	142,900	16,270,800	16,413,700	1,986,700	57,454,100	59,440,800
1894	159,300	16,872,800	17,032,100	2,222,400	59,561,600	61,784,000
1895	164,500	17,317,300	17,481,800	2,294,500	60,361,300	62,645,800
1896	177,800	18,187,000	18,364,800	2,471,900	65,517,400	67,989,300
1897*	186,000	17,732,200	17,918,200	2,587,800	62,771,200	65,359,000
1898	195,300	18,526,500	18,721,800	2,729,200	65,802,400	68,531,600

* Bad harvest.

TOTAL of Express and Freight Goods Traffic per Railway
Kilometre.

Year.	Length of Rail, in Kilometres.	Tons Carried.	Receipts, in Gulden.
1891	5,840	1,877	6,569
1892	7,527	1,992	7,179
1893	7,592	2,162	7,829
1894	7,618	2,236	8,110
1895	7,828	2,233	8,003
1896	7,850	2,340	8,661
1897	7,915	2,264	8,258
1898	7,980	2,346	8,588

The expenses of the Royal Hungarian State Railway, and of the local lines worked by the State on their own account, are demonstrated as follows:—

Working Year.			Working Expenses, in Gulden.	Sundry Expenses, in Gulden.	Total Expenses, in Gulden.	Length, in Kilometres.	Total Expenses Averaged to 1 Kilometre.
1891	..	..	28,677,068	918,523	29,595,591	5,840	5,068
1892	..	..	38,702,760	1,217,040	39,919,800	7,527	5,304
1893	..	..	42,792,489	1,586,241	44,378,730	7,592	5,857
1894	..	..	44,694,929	1,627,585	46,322,514	7,618	6,081
1895	..	..	49,118,109	4,449,080	53,567,189	7,828	6,843
1896	..	..	52,173,466	4,262,086	56,435,552	7,850	7,189
1897	52,520,397	3,821,506	56,341,903	7,915	7,118
1898	54,621,904	2,704,724	57,326,628	7,980	7,184

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1-year loans may be recharged by bringing books
to NRLF

Renewals and recharges may be made 4 days
prior to due date

DUE AS STAMPED BELOW

AUG - 2 1995

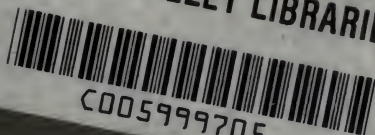
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